

Message Text

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PAGE 01 STATE 172829
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TAGS:SENV, UR, US

SUBJECT:U.S.-U.S.S.R. ENVIRONMENTAL AGREEMENT: PROJECT
02.04-11, URBAN TRANSPORTATION

REQUEST EMBASSY TRANSMIT FOLLOWING LETTER FROM MARTIN
CONVISSER OF DEPARTMENT OF TRANSPORTATION TO YURI A.
STAVNICHY, CHIEF, URBAN AND SUBURBAN TRANSPORT, CENTRAL
SCIENTIFIC RESEARCH AND DESIGN INSTITUTE, GOSGRAZHDANSTROY,
WITH A COPY FOR KAZAKOV OF HYDROMET.

"DEAR MR. STAVNICHY: THIS IS IN FURTHER RESPONSE TO YOUR
LETTER TO ME, DATED MARCH 21, 1977. IN ADDITION TO THE
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PAGE 02 STATE 172829

MATTER OF YOUR KIND INVITATION TO VISIT THE SOVIET UNION,
TO WHICH WE HAVE ALREADY RESPONDED, YOUR LETTER SUGGESTED
A PROPOSAL FOR OUR CONSIDERATION WITH RESPECT TO THE DRAFT
OF OUR CURRENT JOINT REPORT ON "TRANSPORTATION AND THE
URBAN ENVIRONMENT."

"WE HAVE REVIEWED THE REPORT AGAIN SINCE OUR MEETING IN

THE UNITED STATES, AND AGREE WITH YOU THAT IT WILL GENERATE CONSIDERABLE INTEREST. WE BELIEVE THAT IT WOULD BE EVEN MORE USEFUL, HOWEVER, IF THE SOVIET PORTION OF THE REPORT COULD BE AMPLIFIED IN CERTAIN RESPECTS. IN PARTICULAR, THERE IS A GREAT DEAL OF INTEREST IN THE UNITED STATES WITH

RESPECT TO THE RELATIONSHIP BETWEEN TRANSPORTATION AND LAND USE, AND HOW THIS IS MANAGED IN VARIOUS SITUATIONS. THUS, IT WOULD BE HELPFUL IF YOU WOULD EXPAND THE SOVIET PORTION OF THE REPORT DEALING WITH THIS MATTER. THIS COULD INCLUDE A FULL DISCUSSION OF THE INSTITUTIONS AND INSTITUTIONAL PROCESSES BY WHICH LAND USE AND TRANSPORTATION POLICIES AND PRACTICES ARE COORDINATED. THE ROLE AND RESPONSIBILITIES OF SOVIET INSTITUTIONS AT THE NATIONAL, REPUBLIC, AND MUNICIPAL LEVELS IN THE DECISION-MAKING PROCESS WITH RESPECT TO TRANSPORTATION, LAND USE, AND THE ENVIRONMENT COULD USEFULLY BE DISCUSSED IN THIS SECTION. THE DISCUSSION COULD INCLUDE A SECTION ON THE APPROACH TO DETERMINING PRIORITIES AND FINANCING. A FULL EXPLORATION OF TRANSPORTATION/LAND USE RELATIONSHIPS WOULD MATERIALLY ADD TO THE USEFULNESS AND INTEREST OF THE REPORT TO U.S. READERS.

"THESE ARE ONLY SUGGESTIONS ON OUR PART, AND WE DO NOT WISH TO MAKE TOO MANY SPECIFIC SUGGESTIONS BECAUSE WE ARE CERTAIN THERE ARE OTHER AREAS WHICH YOU WOULD ALSO WISH TO UNCLASSIFIED

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PAGE 03 STATE 172829

DISCUSS MORE FULLY FOR READERS IN THE U.S.

"WE ESTIMATE THAT THE U.S. SIDE OF THE REPORT WHICH WE FURNISHED TO YOU WILL BE APPROXIMATELY 140 PAGES IN LENGTH WHEN SINGLE-SPACED. ASSUMING THE SOVIET SIDE IS AGREEABLE TO FURNISHING A MORE FULL REPORT AS SUGGESTED ABOVE, THIS WOULD BRING THE SIZE OF THE PORTIONS IN CLOSER APPROXIMATION TO EACH OTHER IN LENGTH. WE WOULD NOT FIND ANY DIFFICULTY IN PUBLISHING A REPORT OF THE SIZE THAT WOULD THEN RESULT. HOWEVER, IF THE SOVIET SIDE WOULD STILL NOT BE CLOSE ENOUGH TO THE LENGTH OF THE U.S. PORTION OF THE REPORT, WE BELIEVE WE COULD REDUCE THE U.S. PORTION BY PERHAPS 20-40 PAGES.

"WE HOPE THAT YOU WILL INDICATE YOUR PREFERENCE BETWEEN THE ABOVE POSSIBILITIES SO THAT WE CAN PUBLISH THE JOINT REPORT AS SOON AS POSSIBLE.

"WITH RESPECT TO THE U.S. PORTION OF OUR NEXT JOINT REPORT, WE SUBMIT FOR YOUR COMMENTS A PROPOSED OUTLINE WHICH IS ENCLOSED.

"I LOOK FORWARD TO HEARING FROM YOU AND SEND YOU MY BEST
PERSONAL REGARDS. SINCERELY, MARTIN CONVISSER, DIRECTOR,
OFFICE OF ENVIRONMENTAL AFFAIRS, OFFICE OF ENVIRONMENT,
SAFETY, AND CONSUMER AFFAIRS."

ENCLOSURE

OUTLINE OF JOINT SOVIET-U.S. REPORT

ORGANIZATION OF TRAFFIC IN THE CENTERS OF LARGE CITIES

1. CHARACTERISTICS OF U.S. CENTRAL CITIES

ROLE PLAYED BY CENTRAL CITIES (CC'S)
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PAGE 04 STATE 172829

AS EMPLOYMENT CENTERS.
AS WHOLESALE AND RETAIL CENTERS.
AS CULTURAL CENTERS.
AS RESIDENTIAL AREAS.

GROWTH TRENDS
DISTRIBUTION OF POPULATION BY CC'S AND SUBURBS.
POPULATION GROWTH TRENDS.

EFFECTS OF SUBURBAN AREAS ON CC'S
MOVEMENT OF JOBS AND RETAIL TRADE TO SUBURBS.
MOVEMENT OF RESIDENCES TO SUBURBS

2. TRAVEL CHARACTERISTICS IN CC'S

TRIP ORIGINS AND DESTINATIONS BY TRIP PURPOSE:
OUTSIDE CC'S TO INSIDE CC, AND WITHIN CC'S.

MODE OF TRAVEL OF TRIPS TO CC'S BY TRIP PURPOSE.

PEAK VS OFF-PEAK LOADS

3. TRANSPORTATION-RELATED PROBLEMS OF CC'S

CONGESTION

NOISE

AIR QUALITY
CONTRIBUTION OF TRANSPORTATION VEHICLES TO AIR POLLUTION
TRANSPORTATION CONTROL PLANS.

ENERGY CONSUMPTION
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PAGE 05 STATE 172829

4. EXPERIMENTS AND PROPOSED SOLUTIONS

HIGH OCCUPANCY VEHICLE (HOV) LANES
RESERVE LANES OF FREEWAYS.
BUS LANES ON CITY STREETS.

PARKING
FRINGE PARKING LOTS.

EFFORTS TO CONTROL PARKING SUPPLY AND COST AS MEANS TO
INFLUENCE TRAVEL PATTERNS.

AUTO-FREE ZONES

STAGGERED WORK HOURS

VAN POOLS

CAR POOLS

PEOPLE MOVER (E.G., MORGANTOWN, W. VA.)
TRANSPORTATION IMPACT ON CC DESIGNS. VANCE

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